

Amendments to the Drawings:

The attached sheets of drawings include five (5) replacement sheets with changes to Figs. 1, 2, 3, 4, and 5.

The sheet for Fig. 1 replaces the original sheet for that figure.

The sheet for Fig. 2 replaces the original sheet for that figure.

The sheet for Fig. 3 replaces the original sheet for that figure.

The sheet for Fig. 4 replaces the original sheet for that figure.

The sheet for Fig. 5 replaces the original sheet for that figure.

Attachments: Replacement Sheets

REMARKS

Reconsideration of the above-identified application as amended respectfully is solicited on behalf of the Applicant.

With the instant response three (3) claims have been amended and three (3) claims have been cancelled.

The objections to the drawings have been corrected as follows:

- Replacement sheets amending, respectively, Figs. 1, 4, and 5 are filed with this response. Each of those sheets so is labeled as a replacement sheet, with Figs. 1, 4, and 5 thereof replacing the original Figs. 1, 4, and 5. In the amended Figs. 1, 4, and 5 of the replacement sheets, the lead line for feedback pressure surface (100) has been changed to point to the end of the spool (26).
- Replacement sheets amending, respectively, Figs. 2 and 3 are filed with this response. Each of those sheets so is labeled as a replacement sheet, with Figs. 2 and 3 thereof replacing the original Figs. 2 and 3. In the amended Figs. 2 and 3 of the replacement sheets, reference number "26" pointing generally to the cage has been changed to --20-- to comport with the description.

The specification has been corrected as required by the Examiner.

Claims 1-21 have been rejected under 35 USC §112, second paragraph, as being indefinite.

Claims 1, 8, and 15 have been corrected to recite that the first port of the clutch port pressure feedback passage is provided to be in communication with the "feedback" pressure chamber rather than the control pressure chamber as originally stated.

The claims stand rejected as follows:

- Claims 1-4, 7-11, 14-18 and 21 have been rejected under 35 U.S.C. § 102(b) as being anticipated by harms, *et al.* (2002/0092573).
- Claims 15, 6, 12, 13, 19 and 20 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Harms, *et al.* in view of Stoss *et al.* (4,741,364).

Regarding those rejections, independent claims 1, 8, and 15 each has been amended to incorporate, respectively, the features of dependent claims 5, 12, and 19, now cancelled. Each of the independent claims 1, 8, and 15 also has been amended to recite that:

the clutch port pressure feedback passage is formed within the thickness dimension of the cage wall through an opening in the end face thereof, with the first port being disposed between the second port and the cage end wall opening; and

a plug is inserted into the cage end wall opening to close opening.

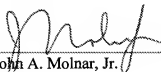
Such arrangement is described at page 11, lines 22, and is illustrated in Fig. 3 wherein plug 131 is shown to close the opening in the end face at end (56) of cage (20). Such arrangement allows the outlet port (134) to be disposed between the outlet port (132) and the cage end (56).

In contrast, as may be seen in Figs. 1 and 2, in Stoss *et al.*, the outlet in feedback passage (52) opposite the port (113) is formed directly into the end of the sleeve/cage (42). At least for this reason, it is believed that claims 1, 8, and 15 should be considered patentable over the art currently made of record.

Dependent claims 2-4, 6, 7, 9-11, 13, 14, 16-18, 20, and 21 further describe the independent claims and likewise should be considered allowable.

In view of the foregoing, the issuance of a Notice of Allowance is earnestly solicited.

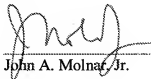
Respectfully submitted,



John A. Molnar, Jr.
Reg. No. 36,611
PARKER-HANNIFIN CORPORATION
6035 Parkland Boulevard
Cleveland, OH 44124-4141
Voice: (216) 896-2212
Fax: (216) 896-4027

CERTIFICATE OF TRANSMISSION

I hereby certify that this correspondence is being transmitted to the United States Patent and Trademark Office by EFS on January 29, 2010.



John A. Molnar, Jr.